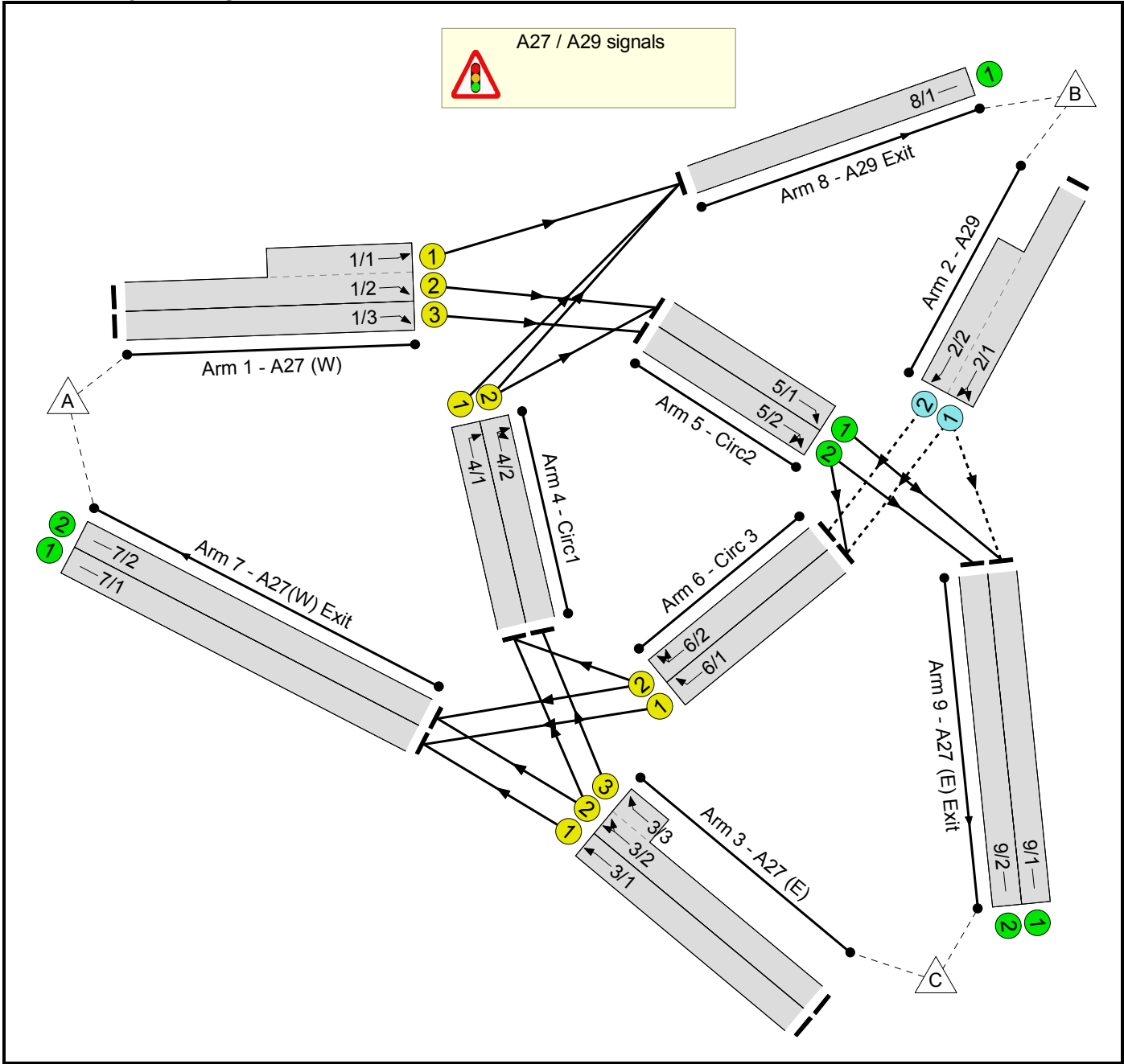


User and Project Details

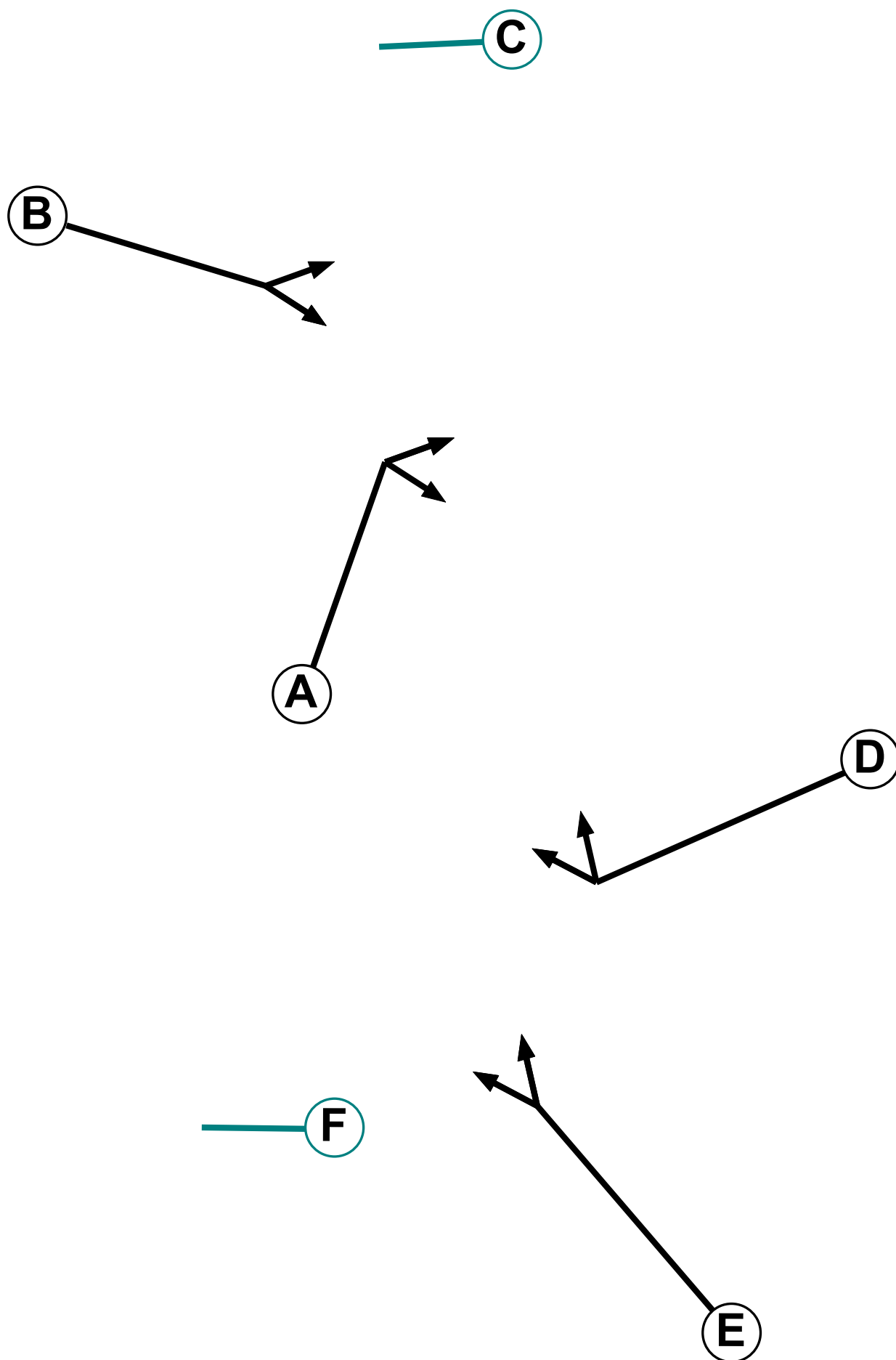
Project:	ITB11324 Walberton
Title:	A27 / A29 signals (Fontwell Eastern Rbt)
Location:	
File name:	2031 A27_A29 Fontwell E Rbt.lsg3x
Author:	AL
Company:	i-T
Address:	
Notes:	To Systra dwg 103800_D007

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

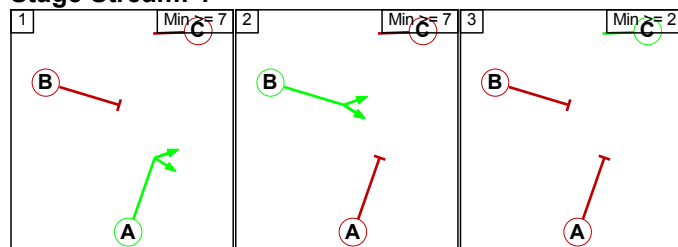
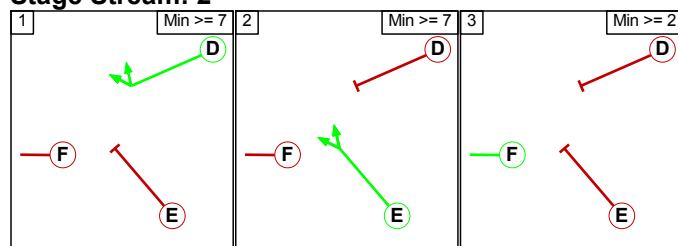
Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Dummy	1		-9999	2
D	Traffic	2		-9999	7
E	Traffic	2		-9999	7
F	Dummy	2		-9999	2

Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		6	3	-	-	-
	B	6		3	-	-	-
	C	2	2		-	-	-
	D	-	-	-		6	3
	E	-	-	-	6		3
	F	-	-	-	2	2	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
1	3	C
2	1	D
2	2	E
2	3	F

Stage Diagram**Stage Stream: 1****Stage Stream: 2**

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

	To Stage			
From Stage		1	2	3
	1		6	3
	2	6		3
	3	2	2	

Stage Stream: 2

	To Stage			
From Stage		1	2	3
	1		6	3
	2	6		3
	3	2	2	

Full Input Data And Results
Give-Way Lane Input Data

Junction: A27 / A29 signals											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (A29)	6/1 (Ahead)	1170	0	5/1	1.00	All	-	-	-	-	-
				5/2	1.00	All					
	9/1 (Ahead)	1170	0	5/1	1.00	All					
				5/2	1.00	All					
2/2 (A29)	6/2 (Ahead)	1170	0	5/1	1.00	All	-	-	-	-	-
				5/2	1.00	All					

Full Input Data And Results

Lane Input Data

Junction: A27 / A29 signals												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A27 (W))	U	B	2	3	7.5	User	1900	-	-	-	-	-
1/2 (A27 (W))	U	B	2	3	60.0	User	1900	-	-	-	-	-
1/3 (A27 (W))	U	B	2	3	60.0	User	1900	-	-	-	-	-
2/1 (A29)	O		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (A29)	O		2	3	8.3	Inf	-	-	-	-	-	-
3/1 (A27 (E))	U	E	2	3	60.0	User	1900	-	-	-	-	-
3/2 (A27 (E))	U	E	2	3	60.0	User	1900	-	-	-	-	-
3/3 (A27 (E))	U	E	2	3	2.5	User	1900	-	-	-	-	-
4/1 (Circ1)	U	A	2	3	6.7	User	1900	-	-	-	-	-
4/2 (Circ1)	U	A	2	3	6.7	User	1900	-	-	-	-	-
5/1 (Circ2)	U		2	3	6.8	Inf	-	-	-	-	-	-
5/2 (Circ2)	U		2	3	6.8	Inf	-	-	-	-	-	-
6/1 (Circ 3)	U	D	2	3	6.7	User	1900	-	-	-	-	-
6/2 (Circ 3)	U	D	2	3	6.7	User	1900	-	-	-	-	-
7/1 (A27(W) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (A27(W) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A29 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (A27 (E) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (A27 (E) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 AM LP with MIT'	07:15	08:15	01:00	
2: '2031 PM LP with MIT'	16:45	17:45	01:00	
3: '2031 AM LP with MIT + Wandleys'	07:15	08:15	01:00	
4: '2031 PM LP with MIT + Wandleys'	16:45	17:45	01:00	

Scenario 1: '1' (FG1: '2031 AM LP with MIT', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	544	1082	1626
	B	770	0	0	770
	C	881	660	211	1752
	Tot.	1651	1204	1293	4148

Traffic Lane Flows

Lane	Scenario 1: 1
Junction: A27 / A29 signals	
1/1 (short)	544
1/2 (with short)	1124(In) 580(Out)
1/3 2/1 (with short)	502 770(In) 385(Out)
2/2 (short)	385
3/1	765
3/2 (with short)	987(In) 551(Out)
3/3 (short)	436
4/1	435
4/2	436
5/1	791
5/2	502
6/1	385
6/2	385
7/1	1150
7/2	501
8/1	1204
9/1	791
9/2	502

Lane Saturation Flows

Junction: A27 / A29 signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A27 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A27 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A29 Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A29 Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A27 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A27 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A27 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circ1 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (Circ1 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Circ2 Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Circ2 Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Circ 3 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Circ 3 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (A27(W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A27(W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A29 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A27 (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2' (FG2: '2031 PM LP with MIT', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	703	1215	1918
	B	920	0	0	920
	C	792	222	16	1030
	Tot.	1712	925	1231	3868

Traffic Lane Flows

Lane	Scenario 2: 2
Junction: A27 / A29 signals	
1/1 (short)	703
1/2 (with short)	1267(In) 564(Out)
1/3	651
2/1 (with short)	920(In) 460(Out)
2/2 (short)	460
3/1	474
3/2 (with short)	556(In) 437(Out)
3/3 (short)	119
4/1	119
4/2	119
5/1	580
5/2	651
6/1	460
6/2	460
7/1	934
7/2	778
8/1	925
9/1	580
9/2	651

Lane Saturation Flows

Junction: A27 / A29 signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A27 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A27 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A29 Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A29 Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A27 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A27 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A27 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circ1 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (Circ1 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Circ2 Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Circ2 Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Circ 3 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Circ 3 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (A27(W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A27(W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A29 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A27 (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '3' (FG3: '2031 AM LP with MIT + Wandleys', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	544	1082	1626
	B	771	0	0	771
	C	881	662	220	1763
	Tot.	1652	1206	1302	4160

Traffic Lane Flows

Lane	Scenario 3: 3
Junction: A27 / A29 signals	
1/1 (short)	544
1/2 (with short)	1129(In) 585(Out)
1/3	511
2/1 (with short)	771(In) 386(Out)
2/2 (short)	385
3/1	797
3/2 (with short)	1009(In) 566(Out)
3/3 (short)	443
4/1	442
4/2	443
5/1	806
5/2	511
6/1	385
6/2	385
7/1	1182
7/2	509
8/1	1208
9/1	807
9/2	511

Lane Saturation Flows

Junction: A27 / A29 signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A27 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A27 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A29 Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A29 Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A27 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A27 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A27 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circ1 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (Circ1 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Circ2 Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Circ2 Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Circ 3 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Circ 3 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (A27(W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A27(W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A29 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A27 (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '4' (FG4: '2031 PM LP with MIT + Wandleys', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	703	1215	1918
	B	922	0	0	922
	C	792	223	20	1035
	Tot.	1714	926	1235	3875

Traffic Lane Flows

Lane	Scenario 4: 4
Junction: A27 / A29 signals	
1/1 (short)	703
1/2 (with short)	1295(In) 592(Out)
1/3	659
2/1 (with short)	924(In) 463(Out)
2/2 (short)	461
3/1	488
3/2 (with short)	571(In) 448(Out)
3/3 (short)	123
4/1	123
4/2	123
5/1	614
5/2	659
6/1	459
6/2	461
7/1	947
7/2	786
8/1	927
9/1	618
9/2	659

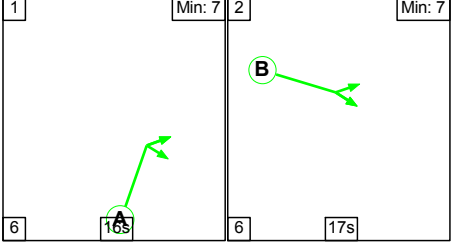
Lane Saturation Flows

Junction: A27 / A29 signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A27 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A27 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A29 Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A29 Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A27 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A27 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A27 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circ1 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (Circ1 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Circ2 Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Circ2 Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Circ 3 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Circ 3 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (A27(W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A27(W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A29 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A27 (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A27 (E) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

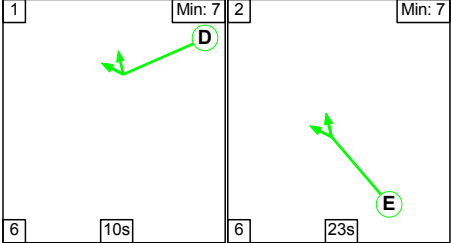
Scenario 1: '1' (FG1: '2031 AM LP with MIT', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

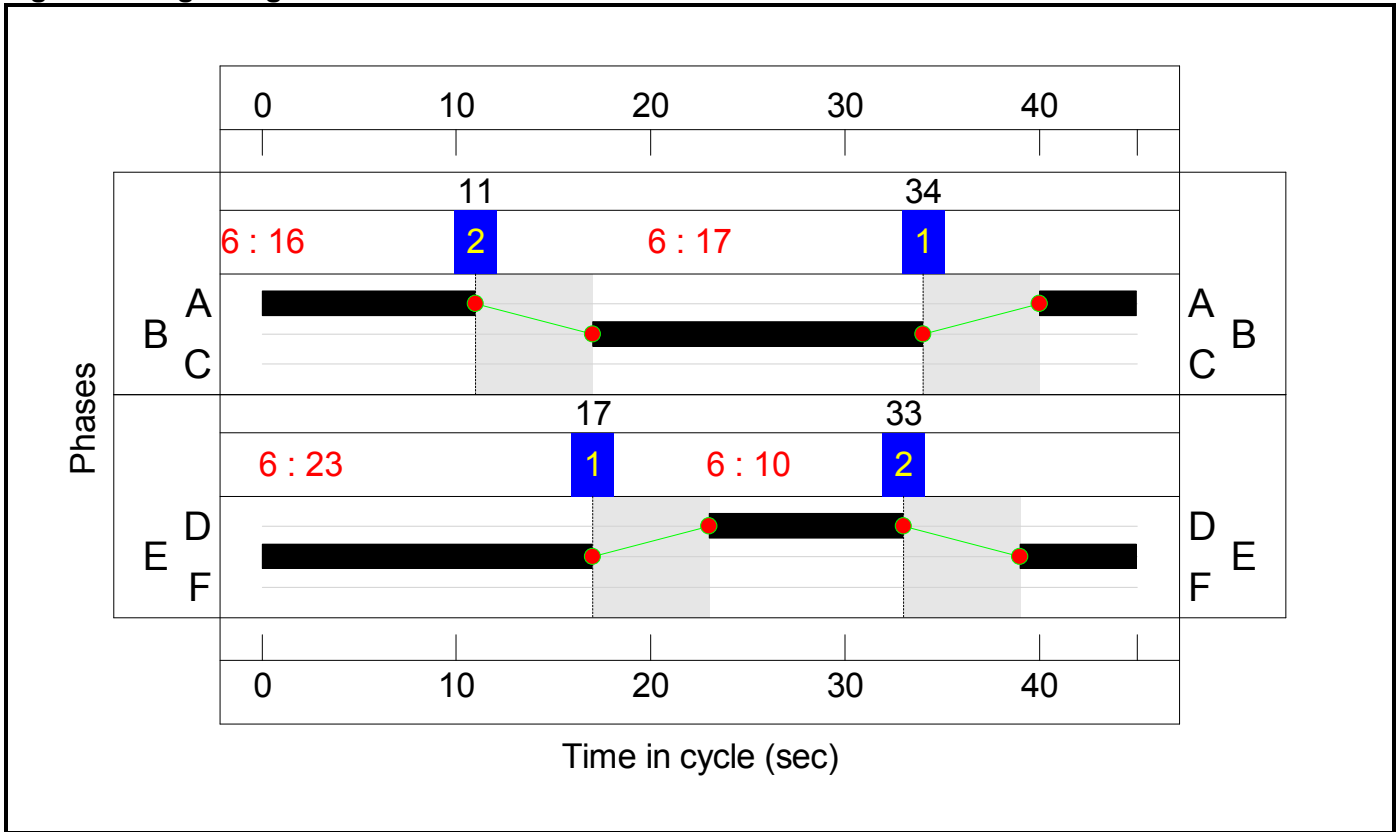
Stage Stream: 1

Stage	1	2
Duration	16	17
Change Point	34	11

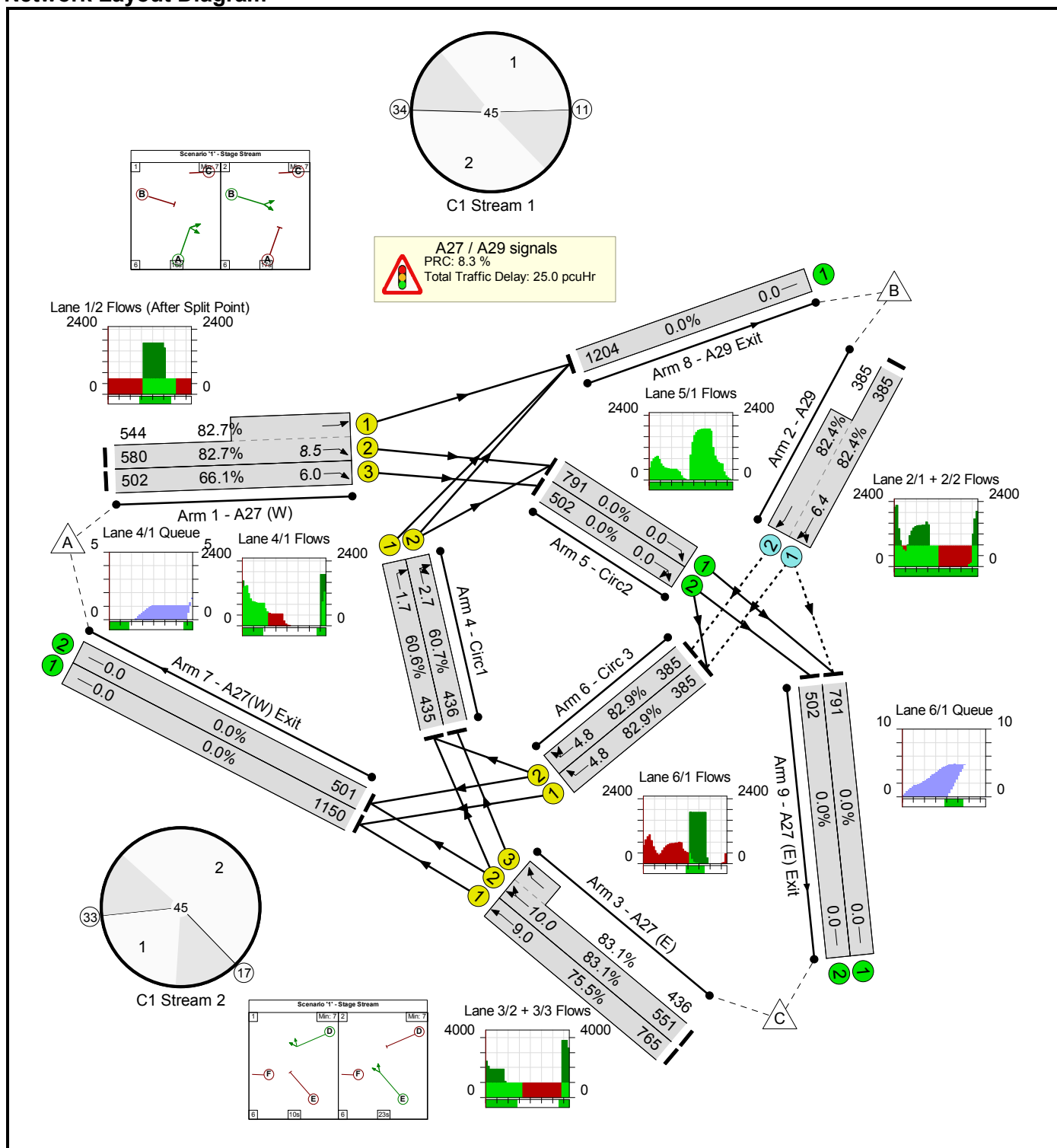
Stage Stream: 2

Stage	1	2
Duration	10	23
Change Point	17	33

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

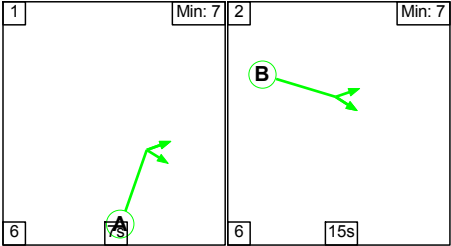
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27 / A29 signals (Fontwell Eastern Rbt)	-	-	N/A	-	-		-	-	-	-	-	-	83.1%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	83.1%
1/2+1/1	A27 (W) Ahead Ahead2	U	1	N/A	B		1	17	-	1124	1900:1900	702+658	82.7 : 82.7%
1/3	A27 (W) Ahead	U	1	N/A	B		1	17	-	502	1900	760	66.1%
2/1+2/2	A29 Ahead Ahead2	O	N/A	N/A	-		-	-	-	770	Inf : Inf	467+467	82.4 : 82.4%
3/1	A27 (E) Ahead	U	2	N/A	E		1	23	-	765	1900	1013	75.5%
3/2+3/3	A27 (E) Ahead Ahead2	U	2	N/A	E		1	23	-	987	1900:1900	663+525	83.1 : 83.1%
4/1	Circ1 Right	U	1	N/A	A		1	16	-	435	1900	718	60.6%
4/2	Circ1 U-Turn Right	U	1	N/A	A		1	16	-	436	1900	718	60.7%
5/1	Circ2 Right	U	N/A	N/A	-		-	-	-	791	Inf	Inf	0.0%
5/2	Circ2 Right Right2	U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
6/1	Circ 3 Right	U	2	N/A	D		1	10	-	385	1900	464	82.9%
6/2	Circ 3 Right Right2	U	2	N/A	D		1	10	-	385	1900	464	82.9%
7/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	1150	Inf	Inf	0.0%
7/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
8/1	A29 Exit	U	N/A	N/A	-		-	-	-	1204	Inf	Inf	0.0%
9/1	A27 (E) Exit	U	N/A	N/A	-		-	-	-	791	Inf	Inf	0.0%
9/2	A27 (E) Exit	U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%

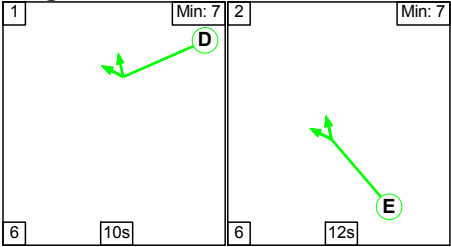
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 / A29 signals (Fontwell Eastern Rbt)	-	-	1540	0	0	15.5	9.5	0.0	25.0	-	-	-	-
A27 / A29 signals	-	-	1540	0	0	15.5	9.5	0.0	25.0	-	-	-	-
1/2+1/1	1124	1124	-	-	-	3.6	2.3	-	5.9 (3.1+2.8)	19.0 (19.2:18.8)	6.1	2.3	8.5
1/3	502	502	-	-	-	1.5	1.0	-	2.5	17.9	5.0	1.0	6.0
2/1+2/2	770	770	1540	0	0	1.7	2.3	-	4.0 (2.0+2.0)	18.5 (18.5:18.5)	4.2	2.3	6.4
3/1	765	765	-	-	-	1.7	1.5	-	3.3	15.4	7.4	1.5	9.0
3/2+3/3	987	987	-	-	-	2.0	2.4	-	4.4 (2.5+1.9)	16.1 (16.2:16.0)	7.6	2.4	10.0
4/1	435	435	-	-	-	0.6	0.0	-	0.6	4.9	1.7	0.0	1.7
4/2	436	436	-	-	-	0.6	0.0	-	0.6	5.0	2.7	0.0	2.7
5/1	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	385	385	-	-	-	1.9	0.0	-	1.9	17.5	4.8	0.0	4.8
6/2	385	385	-	-	-	1.9	0.0	-	1.9	17.5	4.8	0.0	4.8
7/1	1150	1150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1204	1204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 8.9 C1 Stream: 2 PRC for Signalled Lanes (%): 8.3 PRC Over All Lanes (%): 8.3 Total Delay for Signalled Lanes (pcuHr): 9.63 Total Delay for Signalled Lanes (pcuHr): 11.42 Total Delay Over All Lanes(pcuHr): 25.01 Cycle Time (s): 45 Cycle Time (s): 45													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

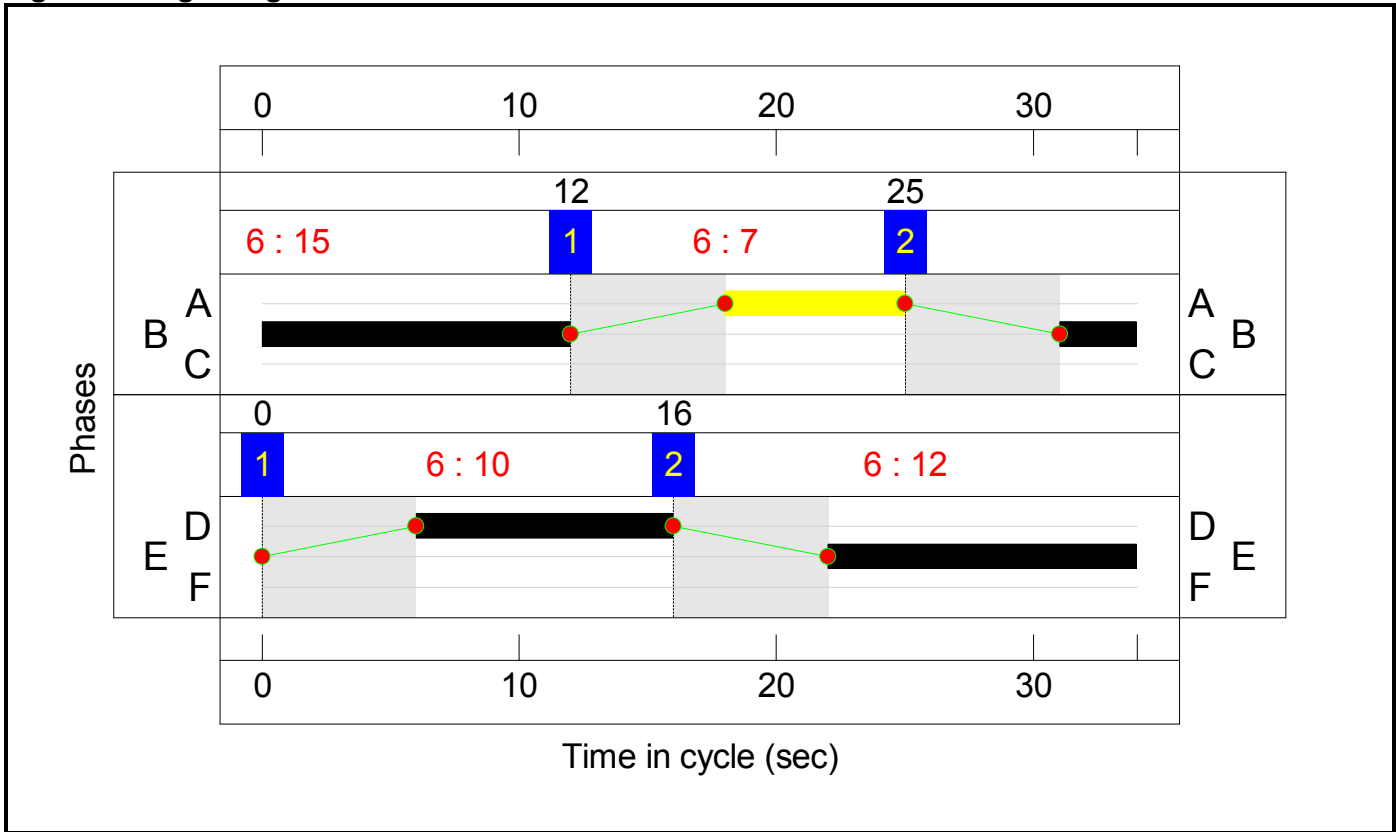
Stage Stream: 1

Stage	1	2
Duration	7	15
Change Point	12	25

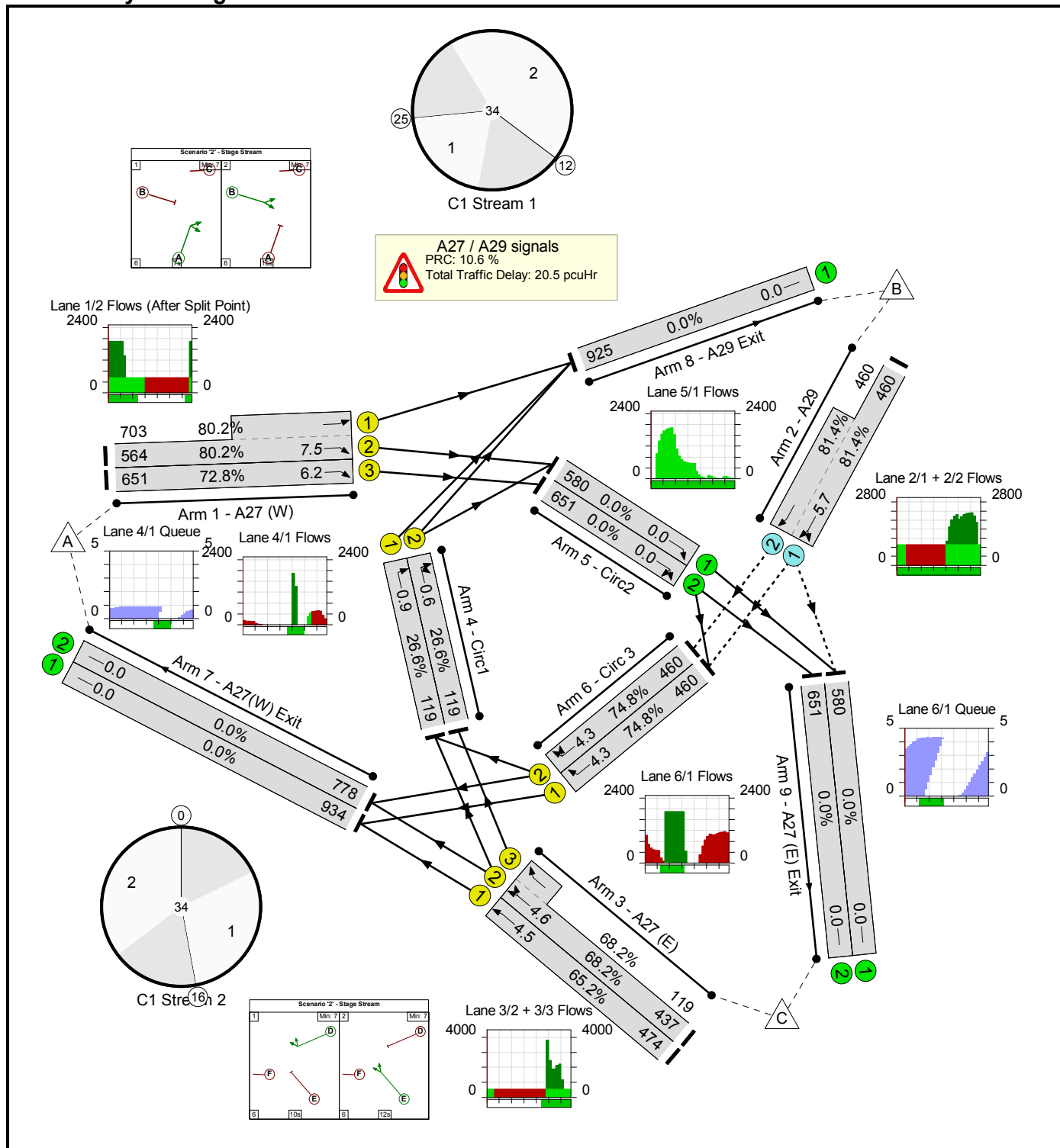
Stage Stream: 2

Stage	1	2
Duration	10	12
Change Point	0	16

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

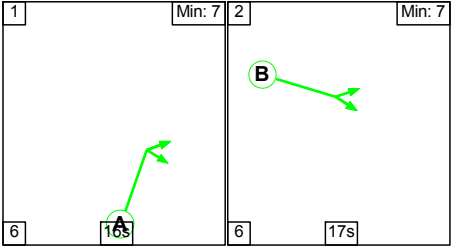
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27 / A29 signals (Fontwell Eastern Rbt)	-	-	N/A	-	-		-	-	-	-	-	-	81.4%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	81.4%
1/2+1/1	A27 (W) Ahead Ahead2	U	1	N/A	B		1	15	-	1267	1900:1900	703+876	80.2 : 80.2%
1/3	A27 (W) Ahead	U	1	N/A	B		1	15	-	651	1900	894	72.8%
2/1+2/2	A29 Ahead Ahead2	O	N/A	N/A	-		-	-	-	920	Inf : Inf	565+565	81.4 : 81.4%
3/1	A27 (E) Ahead	U	2	N/A	E		1	12	-	474	1900	726	65.2%
3/2+3/3	A27 (E) Ahead Ahead2	U	2	N/A	E		1	12	-	556	1900:1900	641+174	68.2 : 68.2%
4/1	Circ1 Right	U	1	N/A	A		1	7	-	119	1900	447	26.6%
4/2	Circ1 U-Turn Right	U	1	N/A	A		1	7	-	119	1900	447	26.6%
5/1	Circ2 Right	U	N/A	N/A	-		-	-	-	580	Inf	Inf	0.0%
5/2	Circ2 Right Right2	U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%
6/1	Circ 3 Right	U	2	N/A	D		1	10	-	460	1900	615	74.8%
6/2	Circ 3 Right Right2	U	2	N/A	D		1	10	-	460	1900	615	74.8%
7/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	934	Inf	Inf	0.0%
7/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	778	Inf	Inf	0.0%
8/1	A29 Exit	U	N/A	N/A	-		-	-	-	925	Inf	Inf	0.0%
9/1	A27 (E) Exit	U	N/A	N/A	-		-	-	-	580	Inf	Inf	0.0%
9/2	A27 (E) Exit	U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%

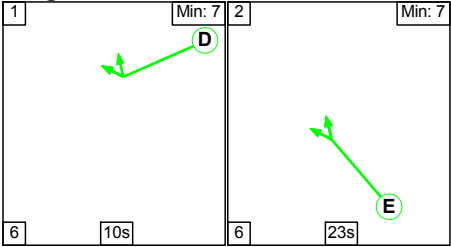
All Input Data And Results													
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Average Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 / A29 signals (Fontwell Eastern Rbt)	-	-	1840	0	0	13.0	7.5	0.0	20.5	-	-	-	-
A27 / A29 signals	-	-	1840	0	0	13.0	7.5	0.0	20.5	-	-	-	-
1/2+1/1	1267	1267	-	-	-	2.5	2.0	-	4.5 (2.0+2.6)	12.9 (12.5:13.3)	5.5	2.0	7.5
1/3	651	651	-	-	-	1.3	1.3	-	2.6	14.6	4.9	1.3	6.2
2/1+2/2	920	920	1840	0	0	1.8	2.1	-	4.0 (2.0+2.0)	15.5 (15.5:15.5)	3.6	2.1	5.7
3/1	474	474	-	-	-	1.1	0.9	-	2.1	15.7	3.6	0.9	4.5
3/2+3/3	556	556	-	-	-	1.3	1.1	-	2.3 (1.9+0.5)	15.1 (15.3:14.3)	3.5	1.1	4.6
4/1	119	119	-	-	-	0.6	0.0	-	0.6	18.7	0.9	0.0	0.9
4/2	119	119	-	-	-	0.4	0.0	-	0.4	11.5	0.6	0.0	0.6
5/1	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	460	460	-	-	-	2.0	0.0	-	2.0	15.3	4.3	0.0	4.3
6/2	460	460	-	-	-	2.0	0.0	-	2.0	15.3	4.3	0.0	4.3
7/1	934	934	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 12.2 C1 Stream: 2 PRC for Signalled Lanes (%): 20.3 PRC Over All Lanes (%): 10.6 Total Delay for Signalled Lanes (pcuHr): 8.18 Total Delay for Signalled Lanes (pcuHr): 8.31 Total Delay Over All Lanes(pcuHr): 20.46 Cycle Time (s): 34 Cycle Time (s): 34													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

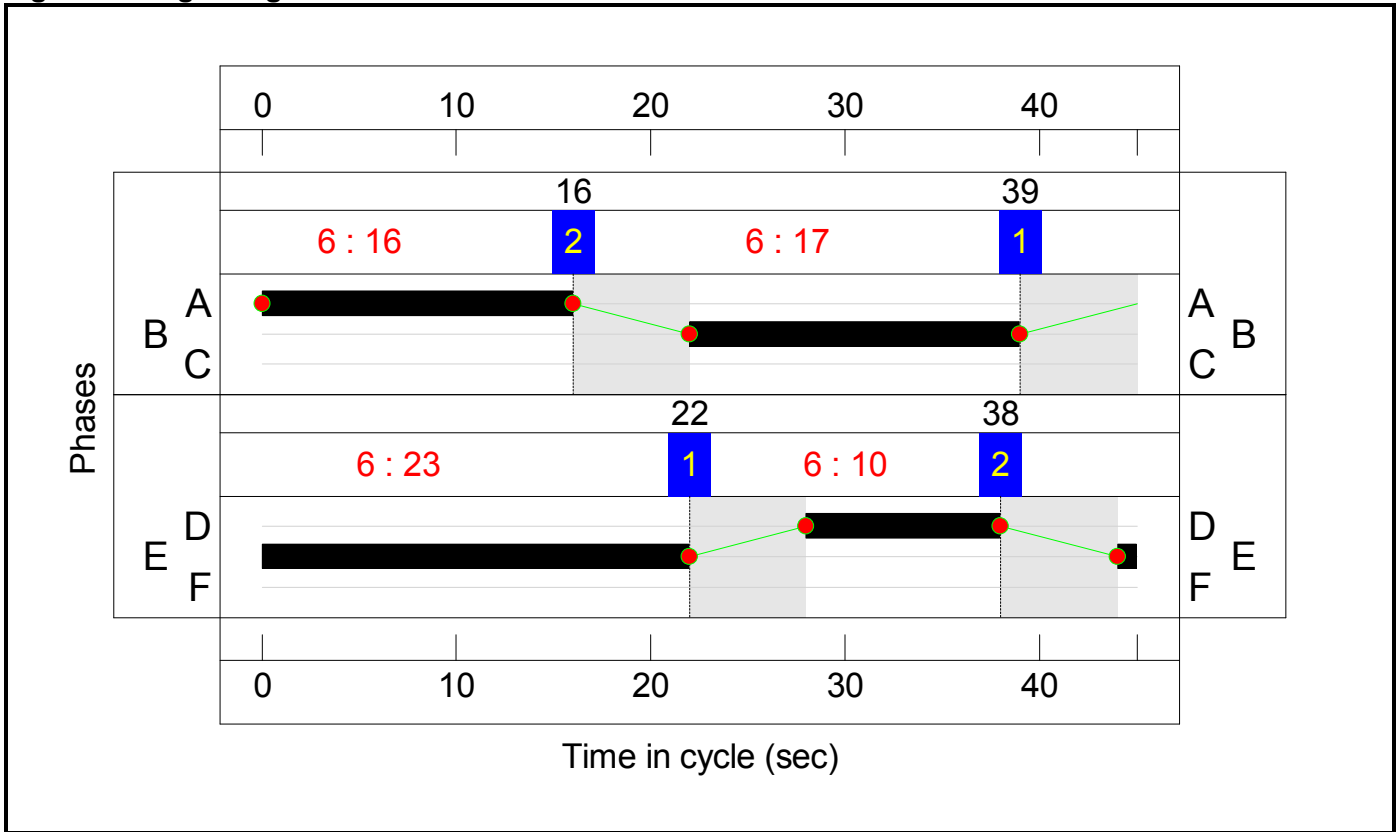
Stage Stream: 1

Stage	1	2
Duration	16	17
Change Point	39	16

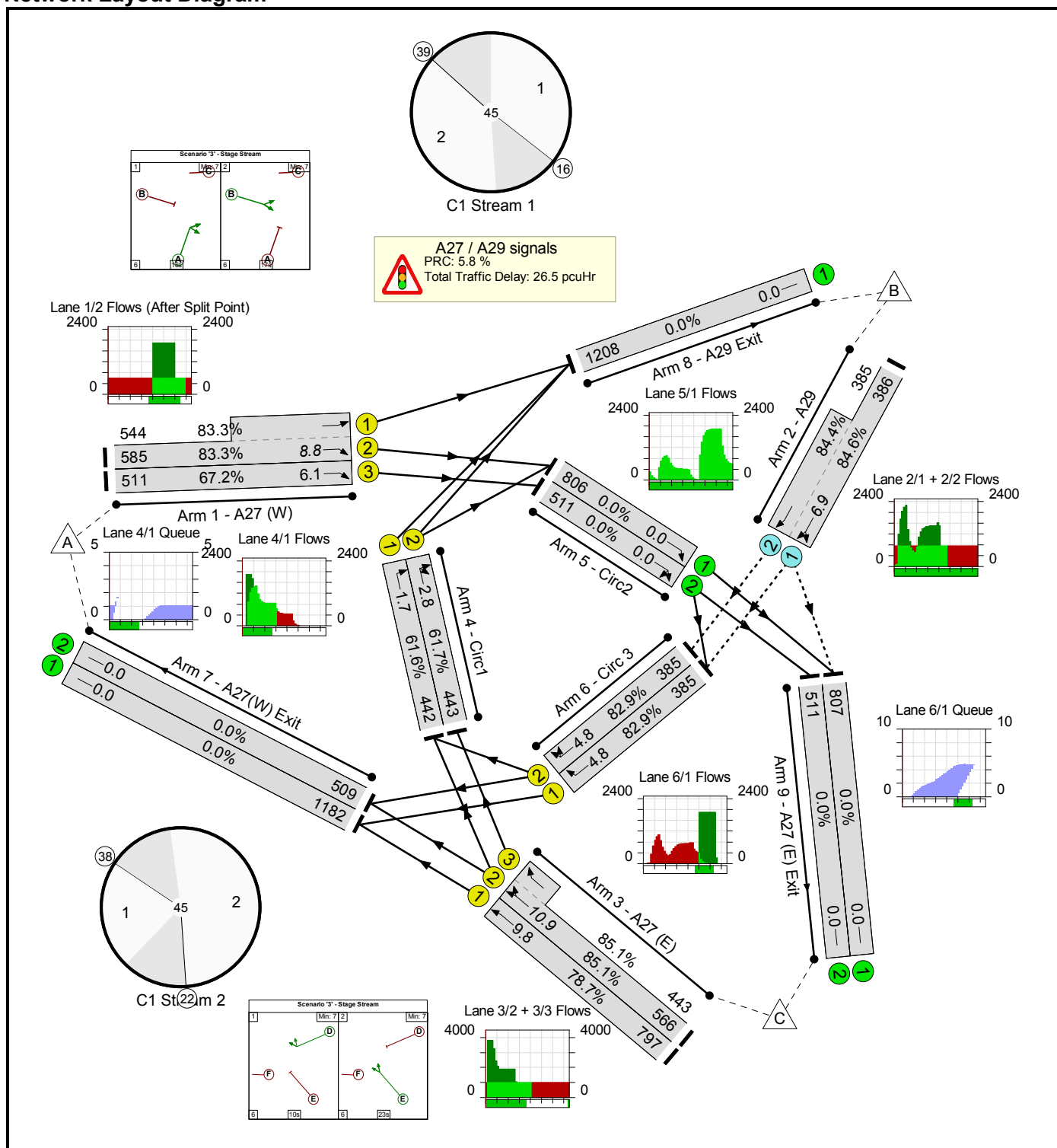
Stage Stream: 2

Stage	1	2
Duration	10	23
Change Point	22	38

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

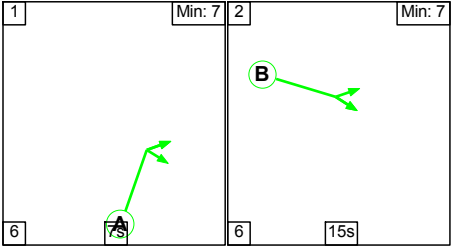
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27 / A29 signals (Fontwell Eastern Rbt)	-	-	N/A	-	-		-	-	-	-	-	-	85.1%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	85.1%
1/2+1/1	A27 (W) Ahead Ahead2	U	1	N/A	B		1	17	-	1129	1900:1900	702+653	83.3 : 83.3%
1/3	A27 (W) Ahead	U	1	N/A	B		1	17	-	511	1900	760	67.2%
2/1+2/2	A29 Ahead Ahead2	O	N/A	N/A	-		-	-	-	771	Inf : Inf	456+456	84.6 : 84.4%
3/1	A27 (E) Ahead	U	2	N/A	E		1	23	-	797	1900	1013	78.7%
3/2+3/3	A27 (E) Ahead Ahead2	U	2	N/A	E		1	23	-	1009	1900:1900	665+521	85.1 : 85.1%
4/1	Circ1 Right	U	1	N/A	A		1	16	-	442	1900	718	61.6%
4/2	Circ1 U-Turn Right	U	1	N/A	A		1	16	-	443	1900	718	61.7%
5/1	Circ2 Right	U	N/A	N/A	-		-	-	-	806	Inf	Inf	0.0%
5/2	Circ2 Right Right2	U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
6/1	Circ 3 Right	U	2	N/A	D		1	10	-	385	1900	464	82.9%
6/2	Circ 3 Right Right2	U	2	N/A	D		1	10	-	385	1900	464	82.9%
7/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	1182	Inf	Inf	0.0%
7/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
8/1	A29 Exit	U	N/A	N/A	-		-	-	-	1208	Inf	Inf	0.0%
9/1	A27 (E) Exit	U	N/A	N/A	-		-	-	-	807	Inf	Inf	0.0%
9/2	A27 (E) Exit	U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%

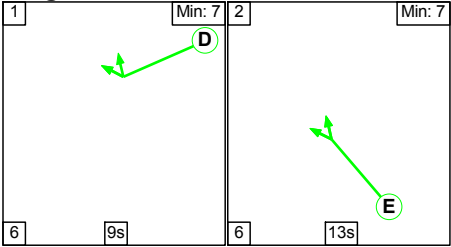
[illegible]

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

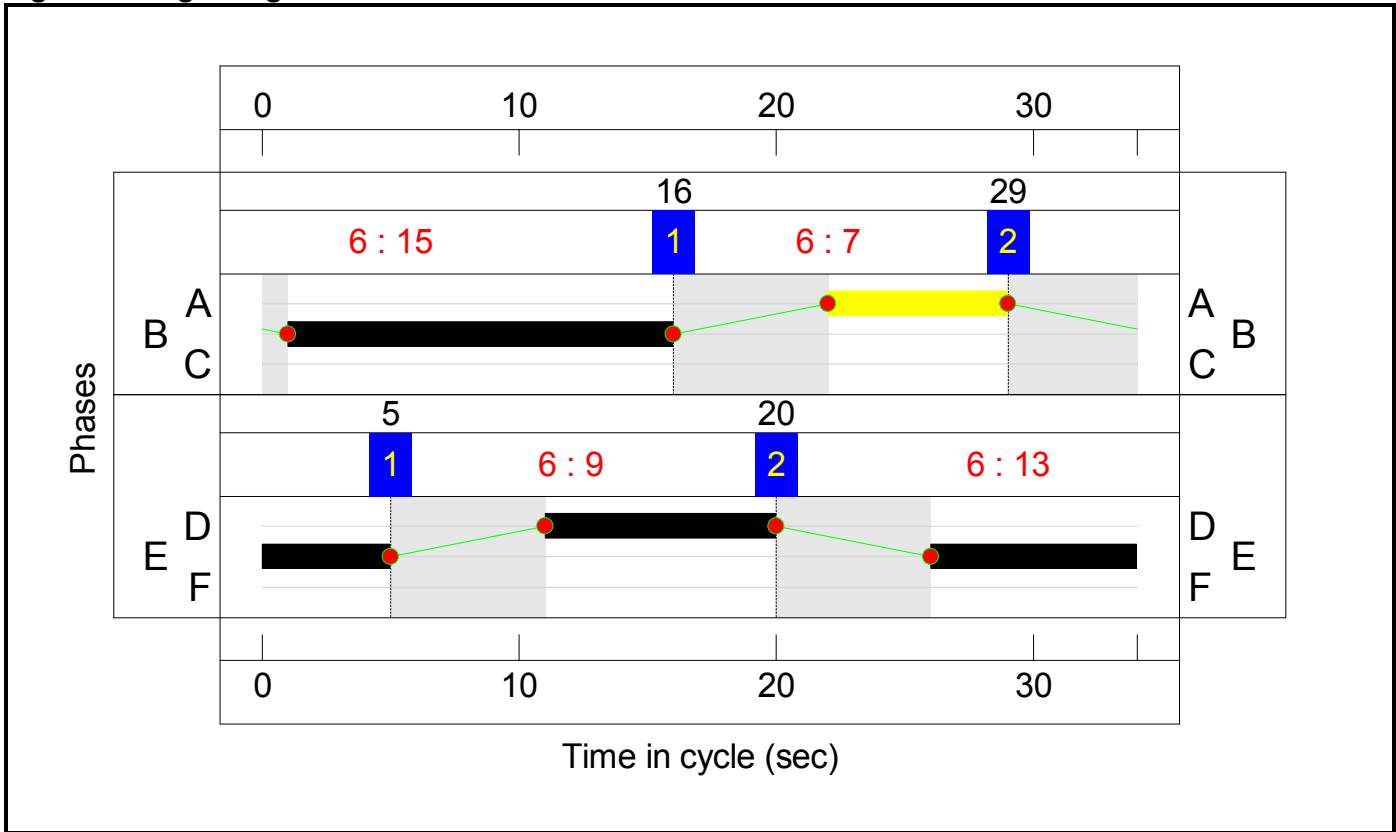
Stage Stream: 1

Stage	1	2
Duration	7	15
Change Point	16	29

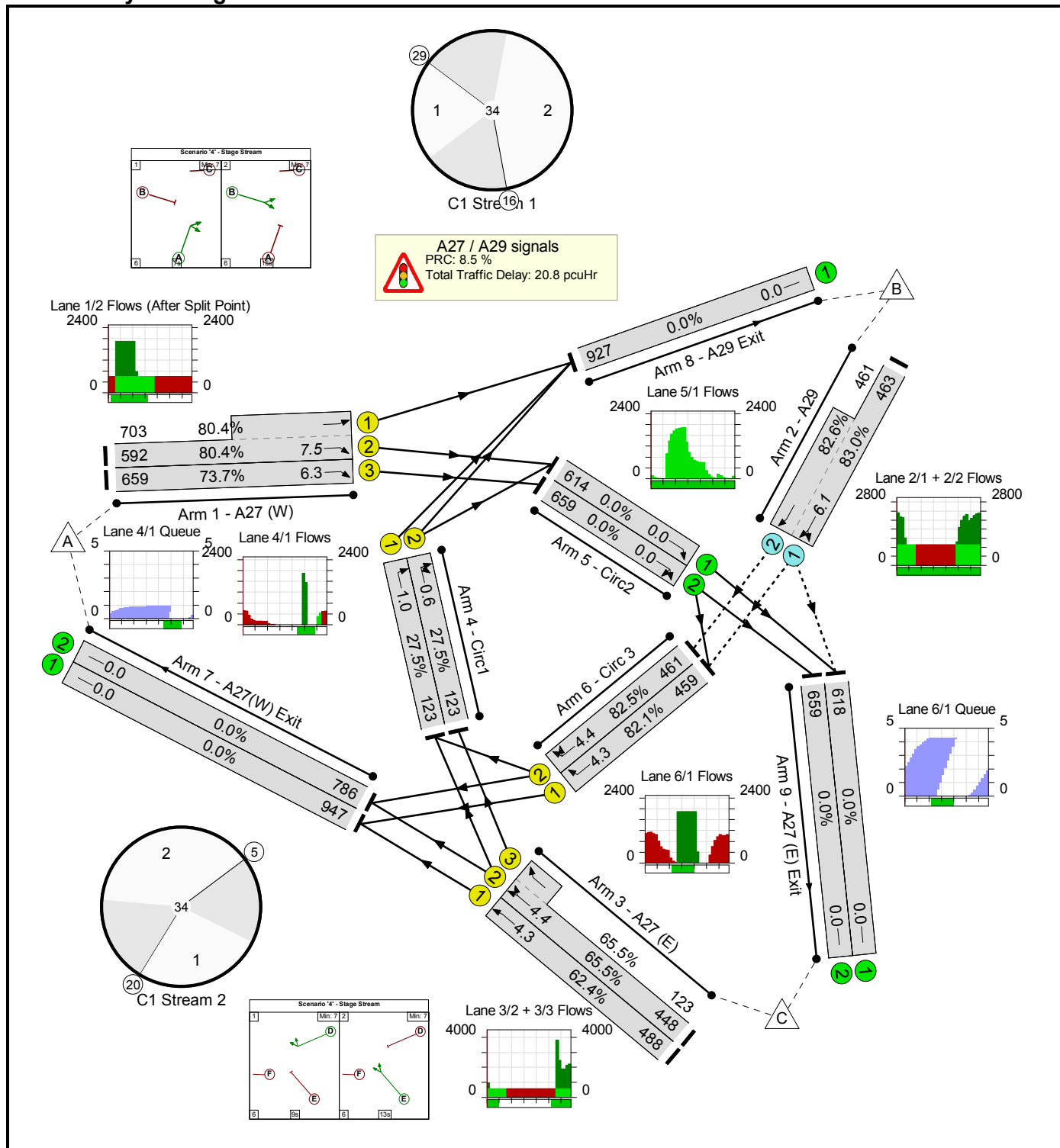
Stage Stream: 2

Stage	1	2
Duration	9	13
Change Point	5	20

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27 / A29 signals (Fontwell Eastern Rbt)	-	-	N/A	-	-		-	-	-	-	-	-	83.0%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	83.0%
1/2+1/1	A27 (W) Ahead Ahead2	U	1	N/A	B		1	15	-	1295	1900:1900	736+874	80.4 : 80.4%
1/3	A27 (W) Ahead	U	1	N/A	B		1	15	-	659	1900	894	73.7%
2/1+2/2	A29 Ahead Ahead2	O	N/A	N/A	-		-	-	-	924	Inf : Inf	558+558	83.0 : 82.6%
3/1	A27 (E) Ahead	U	2	N/A	E		1	13	-	488	1900	782	62.4%
3/2+3/3	A27 (E) Ahead Ahead2	U	2	N/A	E		1	13	-	571	1900:1900	684+188	65.5 : 65.5%
4/1	Circ1 Right	U	1	N/A	A		1	7	-	123	1900	447	27.5%
4/2	Circ1 U-Turn Right	U	1	N/A	A		1	7	-	123	1900	447	27.5%
5/1	Circ2 Right	U	N/A	N/A	-		-	-	-	614	Inf	Inf	0.0%
5/2	Circ2 Right Right2	U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
6/1	Circ 3 Right	U	2	N/A	D		1	9	-	459	1900	559	82.1%
6/2	Circ 3 Right Right2	U	2	N/A	D		1	9	-	461	1900	559	82.5%
7/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	947	Inf	Inf	0.0%
7/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
8/1	A29 Exit	U	N/A	N/A	-		-	-	-	927	Inf	Inf	0.0%
9/1	A27 (E) Exit	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
9/2	A27 (E) Exit	U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%

All Input Data And Results													
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 / A29 signals (Fontwell Eastern Rbt)	-	-	1848	0	0	13.2	7.5	0.0	20.8	-	-	-	-
A27 / A29 signals	-	-	1848	0	0	13.2	7.5	0.0	20.8	-	-	-	-
1/2+1/1	1295	1295	-	-	-	2.6	2.0	-	4.6 (2.1+2.6)	12.9 (12.6:13.2)	5.5	2.0	7.5
1/3	659	659	-	-	-	1.3	1.4	-	2.7	14.9	4.9	1.4	6.3
2/1+2/2	924	924	1848	0	0	1.9	2.3	-	4.2 (2.1+2.1)	16.4 (16.4:16.4)	3.7	2.3	6.1
3/1	488	488	-	-	-	1.1	0.8	-	1.9	14.0	3.5	0.8	4.3
3/2+3/3	571	571	-	-	-	1.2	0.9	-	2.1 (1.7+0.4)	13.4 (13.7:12.7)	3.4	0.9	4.4
4/1	123	123	-	-	-	0.6	0.0	-	0.6	18.6	1.0	0.0	1.0
4/2	123	123	-	-	-	0.4	0.0	-	0.4	11.6	0.6	0.0	0.6
5/1	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	459	459	-	-	-	2.1	0.0	-	2.1	16.2	4.3	0.0	4.3
6/2	461	461	-	-	-	2.1	0.0	-	2.1	16.2	4.4	0.0	4.4
7/1	947	947	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	927	927	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 11.9 Total Delay for Signalled Lanes (pcuHr): 8.39 Cycle Time (s): 34 C1 Stream: 2 PRC for Signalled Lanes (%): 9.1 Total Delay for Signalled Lanes (pcuHr): 8.17 Cycle Time (s): 34 PRC Over All Lanes (%): 8.5 Total Delay Over All Lanes(pcuHr): 20.76													